

Wanted—Male Help.

WANTED—THE ATLAS EMPLOYMENT Agency, 121 N. Main, has a number of men, women, and children; pay 10 cents per week, and a participation in all profits; make loans, buy and sell property, savings and loan, society, plan of educational advancement, and all other business; men and women; commission or salary. Room 24, 121 N. Main, Los Angeles, Cal.

WANTED—BY A GRADUATE OF an Eastern university, a teacher of more than 10 years' experience in high schools and colleges, to give private lessons in Latin, Greek, mathematics, English in all branches, French and German; references. Address M. 12, TIMES OFFICE.

WANTED—A NEAT GARDENER, 25 years; general salesman, speaks German and Spanish; hotel man, 25 years; tailor, good pay; teacher, 25 years; 27 other situations. J. N. LITTLER, Information Bureau, established 1880, 219 N. Spring st.

WANTED—2 HORSE TEAMSTERS, long job; good board; call early and get four months' work for Wednesday morning; also man to take charge of a business, 20 N. Broadway.

WANTED—MAN TO SELL THE American Cash Register in this county; capital required. Apply from 9 to 12 at 433 N. Broadway.

WANTED—SOLICITORS; \$25 CAP. required; from \$25 to \$50 clear per day. Apply in person, 184 N. Main st., hours 9 to 10 a. m., room 8.

WANTED—A MAN TO SELL PACK- ages on the street; salary of commission. Call at ADAMS HOUSE, 452 N. Second st.

WANTED—A BOY ABOUT 14 YEARS of age for store. Apply 310 W. Sixth st.

WANTED—3 GOOD SOLICITORS for city work. 216 N. Broadway.

Help Wanted—Female.

WANTED—SALESLADY; LADY for lunch-counter; woman cook, 25 years; waitress, 25 years; chambermaid, 25 years; 24 situations house and second work. Information Bureau, 219 N. Spring, established 1880, 219 N. Spring.

WANTED—GIRLS, DON'T BE idle or worry, but call early today, as we have good homes, best positions and salaries. A. J. NITTINGER, 219 N. Spring.

WANTED—A YOUNG GIRL TO BROADWAY. Call during forenoon.

WANTED—GOOD GIRL TO DO general housework. Call before 10 a. m. at 144 Hewitt st.

WANTED—A COMPETENT COOK in a German family. Apply at 945 S. Olive st., mornings.

Situations Wanted—Male.

WANTED—BY A SHOE SALESMAN of 10 years' experience, a good position; is capable of taking orders, and is a good collector; can furnish references. Address M. 26, TIMES OFFICE.

WANTED—SITUATION BY YOUNG man; understands care of horses, can milk and make himself useful. Apply 155, ALHAMBRA.

WANTED—SITUATION BY A JAP. house cook who can do best general work. Address M. 62, TIMES OFFICE.

Situations Wanted—Female.

WANTED—DRESS-CUTTING taught free. I will give a thorough \$25 course of lessons. Call on Mrs. J. E. H. at 1015 N. Main, between 2 and 3 p. m.

WANTED—DRESS-MAKING taught free. I will teach how to cut 12 different sleeves, seams, waists, French bias, etc. Particular details, business, business, etc. and all the latest novelties. Call morning and afternoon. 315 N. Spring st., over M. A. Jordan's millinery store.

WANTED—CITIZENS, IF YOU want good servant girls, call before 10 a. m. today, there are 3 at our office. 3 Eastern ave. If you want a good girl today, don't delay. 201 N. Broadway.

WANTED—DRESS-MAKING taught free. I will cut dress fittings free for 1 day only. Wednesday, Feb. 25. Call at Dress-cutting school, 215 N. Spring. THE LADIES TALK.

WANTED—FIRST-CLASS DRESS- maker, just from San Francisco, wishes engagements in families. 139 N. Los Angeles st., cor. Second.

WANTED—SITUATION BY RE- spectable girl to do general housework. Apply room 7, N. Main, TIMES OFFICE.

WANTED—BY DANISH GIRL situation either as cook, maid or second work. Apply 448 N. Hill st.

WANTED—A DRESSMAKER WISH- es engagements by the day. Inquire at NO. 60 BROADWAY.

WANTED—LADIES WISHING dressmaking done at home will please call at 312 W. FOURTH ST.

Help Wanted—Male and Female.

WANTED—SOLICITORS, MALE AND female, for Progressive Benefit Office; large membership; liberal salaries. Apply call E. PETER, 124 N. Spring.

WANTED—CANNVASSERS, MALE OR female, in this city and every town in the county; large commission. Address M. 26, TIMES OFFICE.

WANTED—HELP FREE AND ALL kinds of work. 315 N. Spring st. E. NITTINGER, Telephone 315 N. Spring st.

Wanted—Agents.

ONE MINUTE'S TALK. We want to engage the services of energetic men and women to represent THE LADIES TALK JOURNAL. Our commission is that we will pay you better than elsewhere; send for private terms to agent, L. E. PETER, 124 N. Spring, room 30, Chronicle Building, San Francisco.

WANTED—AGENTS MAKE FROM \$5 to \$10 per day selling our Native Herb, the great blood purifier and liver regulator; 300 day treatment for all diseases; 75c. or 5c. for 25c. address: FREDERICK & HUMPHREY, 17 Cypress st., Orange, Cal.

WANTED—AGENTS FOR THE BEST selling article in the world; call at 219 W. NINTH ST., between 10 and 12 a. m. and 1 and 3 p. m.

Wanted—To Purchase.

WANTED—FURNITURE, HOUSE- hold goods, etc. for cash. Call on J. L. LOCK, 143 1/2 N. Main st.

WANTED—TO BUY 2 TONS OF seedling peach seed or seedling of peaches and apricots and stock of fruit trees. Address box 397, SANTA ANA.

WANTED—TO BUY MORE BUILD- ings to move. N. A. MORROW, Wilson Hill.

WANTED—TO BUY A 5 OR 7-ROOM house to move on a lot. Address M. 26, TIMES OFFICE.

Wanted—To Rent.

WANTED—FURNISHED ROOM BY gentleman; state price and particulars. S. S. TIMES OFFICE.

Wanted—Miscellaneous.

WANTED—MATRIMONIAL BU- reau. Matrimonial Bureau of Information, strictly confidential. Address P. O. LOCK BOX 3794, Los Angeles, Cal. For particulars, Office hours 7 a. m. to 9 p. m.

WANTED—PARENTS, PUPILS AND teachers to know that the Times Free Press is a very valuable work of 216 pages.

WANTED—5 OR 10 ACRES NEAR city, with oranges and other fruits 3 to 5 years old with small house, for cash. Address CASH, TIMES OFFICE.

WANTED—TO BORROW \$150 ON \$600 printing office; short or long time; good interest. Address P. O. LOCK BOX 3794, Los Angeles, Cal.

WANTED—SECOND-HAND, TWO- seated surrey; canopy-top preferred. C. VAN VALKENBURG, 126 S. Spring st.

WANTED—GOODS OF ALL KINDS in store at SANDERSON'S Warehouse, 251 San Pedro st.; cheap rates.

WANTED—WORK BY EXPERI- enced dressmaker; I only charge \$1 per day. Address B. 38, TIMES OFFICE.

WANTED—PICTURES TO FRAME cheap; place at BUNN'S, 256 N. Main st.

Lost and Found.

LOST—FEBRUARY 14, ON BROAD- way and Third st., a Newfoundland dog, months old, jet black, a little white T on breast, large for his age and very playful; reward, \$100. Call on J. C. OLIVER, 101 N. Broadway, and receive reward.

LOST—A BLACK AND TAN GORDON setter, about 1 year old, black and tan, named Marlow. Returns to TIMES OFFICE and receive reward.

LOST—\$15 REWARD NOV. 1, 1900, a small, dark, black, round, black, cream spot on back; silky hair; J. M. GLASS, Chief of Police.

For Sale.

For Sale—City Property.

FOR SALE—BARGAINS. New modern 2-room house on Hope st. \$6000. House on 7th, 2 rooms, improvements, etc.; price \$2500. 10 acres, improved, with water, on Vermont ave., near city limits, \$4000.

FOR SALE—SPRING ST., BETWEEN Second and Third. The best bargain offered in the city. 150 feet on Main, by 140 feet on 20th st. \$1000. Broadway, between First and Second, \$625 per foot.

FOR SALE—A HOUSE OF 8 ROOMS near Jefferson st.; lot fenced and covered with bearing fruit trees; price \$4500. 213 W. First st.

FOR SALE—STORY AND A HALF 1200 sq. ft., near Pearl, bath, shower, etc. \$1500. 1213 W. First st.

FOR SALE—HOUSE OF 20 ROOMS and large lot in center of city, with every room; will sell cheap, or trade for San Francisco property. C. A. HUNTER & CO., 107 Broadway.

FOR SALE—FINE STORY-BOOK block, near 50 rooms, at very low figure. J. C. OLIVER, 101 N. Broadway.

FOR SALE—TWO HANDSOME RESI- dences; best bargains offered in Los Angeles. See special ad. of FINESTOCK & LIST on page 2.

FOR SALE—PORTABLE HOUSES; carload must be sacrificed. Catalogue and prices, apply FERGUSON, 312 W. First st.

FOR SALE—\$3000; COZY HOME ON Hill st.; 5 rooms and bath; sunny front. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

FOR SALE—\$1000; 3 LOTS, 65X137 each, near Washington and First. W. G. & F. A. BRADSHAW, 119 N. Spring st.

FOR SALE—100 FEET ON 12TH ST., near Pearl, 27 rooms, bargain city. J. C. OLIVER, 101 N. Broadway.

FOR SALE—\$250 CASH; MAIN LOT near Ninth. OWNER, 1007 S. Main st.

For Sale—Country Property.

FOR SALE—ONE OF THE FINEST orange groves of 20 acres on Ontario on Euclid avenue. Price \$20,000, easy terms.

CALIFORNIA CREAMERY BUTTER, fresh every day, at 35c per pound, Broadway Market Creamery.

CUCUMBER KETCHUP AT JEVNE'S.

80 SOUTH BROADWAY

Good Teams at Reasonable Rates. To
No. 22, W. F. WALKER, Proprietor.

A DAY IN CONGRESS.

Pension Granted to Mexican War Veterans.

The Senate Again Occupied With the World's Fair Appropriation.

A Disposition Manifested to Prune Salaries of Officials.

The Direct Tax Bill Passed by the House—Some Progress Made on the Appropriation Bill.

By telegraph to The Times.

WASHINGTON, Feb. 24.—[By the Associated Press.] Senate.—The Senate bill passed granting pensions to members of Powell's battalion, Mounted Volunteers of Missouri, who served in the Mexican war.

The House bill to establish a United States Land Court and to provide for a judicial investigation and settlement of private land claims in Utah, New Mexico, Colorado, Nevada and Wyoming, was passed with an amendment, and a conference was asked.

Consideration of the Sundry Civil Bill was proceeded with, the World's Fair paragraph soon being reached.

Mr. McPherson referred to the large salaries the officers of the expedition had voted themselves and inquired whether the Committee on Appropriations had taken any position on that subject.

Mr. Allison replied that on the organization of the expedition there had been a \$2,000,000 appropriation for use of the commission, and the commission had gone on in the expenditure of that money for the present fiscal year. The committee had reported an amendment to limit the expenditure during the next fiscal year. It was intended that the expedition at Chicago would speedily adjust itself to the proposed conditions.

Mr. McPherson, still referring to the large salaries said there was fear expressed in some quarters that if that thing were allowed to go on there would be very little left of the appropriation to be devoted to any purpose other than the payment of salaries.

Mr. Allison said it was not intended to continue the present plan and an arrangement was expected by which the greater part of the officials' compensation would be paid out of a fund raised for the expedition by voluntary contribution or gate receipts.

Mr. Hawley inquired whether the amendments reported would enable the lady managers to hold meetings.

Mr. Allison replied it was the expectation that the fund would enable the lady managers to hold a meeting during this fiscal year and in next fiscal year.

Finally a vote was taken and the amendment reported by the committee was agreed to.

Mr. Farwell offered an amendment to include the "ladies" in the item for the payment of the president of the commission, president of the board, lady managers, clerks, etc., and to increase the amount from \$40,000 to \$120,000. He remarked that there had been some friction between the local committee and the national commission, but happily that friction had been done away with.

Mr. Allison opposed the amendment as being in contravention of what the committee believed to be wise.

The amendment was disagreed to.

The amendments in regard to the World's Fair are as follows: Reducing the item for the selection, purchase, preparation and arrangements of exhibits of the executive departments from \$350,000 to \$300,000; striking out the provision that \$50,000 of the amount be devoted to the Latin-American department, and inserting in its place a provision appropriating to the purpose of the item any sum remaining unexpended under section 18 of the act authorizing the Exposition, except that \$33,000 of such sum may be expended for the balance of the current fiscal year for salaries and other expenses, including expenses of lady managers, striking out various detailed items for salaries and expenses and inserting in lieu thereof a bulk appropriation of \$40,000 for salaries and other expenses, including expenses of lady managers, and providing that its expenditure is to be approved by the Secretary of the Treasury and that the Government is not to be liable for any further salaries, and compensation or expenses; inserting an additional paragraph that the sums appropriated in the bill for the World's Fair shall be expended for the purpose of the United States on account thereof.

The death of the late Representative Watson of Pennsylvania was announced, and after eulogistic addresses the Senate adjourned.

House.—The House took up the Direct Tax Bill.

Mr. Caswell of Wisconsin offered an amendment providing that no money be paid any State or Territory until the Legislature thereof shall have accepted by resolution the sum appropriated in full satisfaction of all claims against the United States on account of the levy and collection of the tax.

Mr. Oates of Alabama offered an amendment to Mr. Caswell's amendment a proposition to test the constitutionality of the cotton tax. Then as a substitute for both amendments Mr. Oates offered an amendment reviving for one year the right of action in the Court of Claims under the provisions of captured and abandoned property, etc.

This substitute was ruled out of order, and Mr. Oates' amendment was lost.

Mr. Caswell's amendment was adopted. The previous question was then ordered on the bill—yeas, 174; nays, 80.

Mr. Oates moved recommitment. Lost—yeas, 84; nays, 177.

The bill then passed—yeas, 172; nays, 101.

Mr. Boutelle presented the conference report on the Naval Appropriation Bill.

bodies of the eighteen who perished have been recovered.

New York, Feb. 24.—Names of members of the crew of the American ship Elizabeth, lost outside of San Francisco, are as follows: W. C. Barclay, Oregon; N. P. Pendleton, Maine; George C. Heanna, Pennsylvania; Charles Johnson, Norway; William G. Siasand, Finland; Wong He, China; A. Honey, China; A. Anderson, Norway; Peter Jackson, Norway; F. Pi-gee, Holland; Charles Belner, Germany; John Parman, Sweden; Carl Lende, Sweden; Alfred Cranholm, Frank Lende, Sweden; Edward Lee, Pennsylvania; Louis Marie, France; John Winslow, England; D. Eide, Norway; J. Redfern, England; Hans Madsen, Norway, and James Hermann, Maine.

STATE CAPITAL.

Prison Directors Confirmed.—The Electric Bill Approved.

SACRAMENTO, Feb. 24.—[By the Associated Press.] Senate.—The bill providing for increased expenditure in the Attorney General's office was declared a case of urgency and passed.

Mr. Shanahan moved to strike out the appropriation for salary of Railroad Commissioners, and said in the past they had not done more than twenty-four hours' work.

The name of Charles Sonntag and Robert T. Devlin as Prison Directors were sent in by Gov. Markham for confirmation. They were both confirmed.

An evening session of the Senate was held for the transaction of routine business. The Committee on Federal Relations reported favorably the bill for the exclusion of Chinese.

Assembly.—In the Assembly the Legislative Apportionment bill was made special order for 3:30 this afternoon.

The General Appropriation bill was then discussed.

An evening session the House was held for the transaction of routine business.

Mr. Hall introduced a concurrent resolution asking Director General Davis of the World's Fair that he appoint a Californian at the head of the Department of Horticulture.

Important Bills Approved.

SACRAMENTO, Feb. 24.—Gov. Markham has approved the Electric Railroad Bill, also the following bill: Providing for the payment of the claim of George Featherstone, for the deficiency in the Secretary of State's office, making women eligible to appointment as administratrix of estates, repealing the act declaring the Klamath River navigable, increasing police forces of various cities to one officer to every 500 inhabitants.

Pioneer Shipmaster Dead.

SAN FRANCISCO, Feb. 24.—Commodore Theodore Allen, a pioneer shipmaster and stevedore, died from paralysis at the Lick House this morning. Deceased was one of the best known shipping men of the city. He came here from Bridgeport, Ct., his native place, in 1849. He was about 74 years old. His nearest surviving relative is a sister living in New York.

A son, engaged in business in Portland, Or., died about four years ago. He leaves a considerable fortune, consisting chiefly of interests in the ships Willie Rosenfield and T. H. Allen.

The Lawrence Murder Trial.

SANTA BARBARA, Feb. 24.—[Special.] A big gap exists in the string of lawyers engaged in the Lawrence murder trial, caused by the absence of the District Attorney for the State, and E. and C. C. Stephens for the defense. The latter are storm-bound at Los Angeles. However, more witnesses were heard for the prosecution this forenoon, but the court adjourned this afternoon, pending the return of the lawyers, who are expected on the steamer tonight.

Bantams Battle at San Jose.

SAN JOSE, Feb. 24.—A fight for the Pacific coast bantam-weight championship before the San José Athletic Club tonight between D. Hawkins and D. Maloney resulted in a victory for the former in the twenty-ninth round. The fight was a hard contest and the best one ever seen in this city.

Negroes Going to Oklahoma.

LITTLE ROCK, (Ark.), Feb. 24.—An exodus of negroes to Oklahoma from this State is in progress. Last night 100 left Pulaski county, and next Saturday 500 more will have left.

A Tax Collector's Shortage.

HONOLULU (Pa.), Feb. 24.—Frank Gable, recently elected tax collector of Texas township, has disappeared, leaving a shortage of \$22,000.

TELEGRAPHIC BRIEFS.

The Ohio River continues to rise, and further floods are feared.

Capt. Charles Thomas U. S. N., (retired) died last night at Baltimore.

There was a cold wave at Kansas City yesterday, the mercury falling 5°.

Nearly the entire business portion of Edina, Minn. was burned yesterday. Loss, \$100,000.

The Michigan Republican State Convention yesterday nominated R. M. Montgomery for the Supreme Bench.

Senator Wilson of Maryland, who has been indisposed several days, died suddenly last evening at Washington.

Kelly's coopershop and J. V. Campbell's elevator at Kansas City were burned last night together with several cars loaded with grain. Losses aggregate \$25,000.

A Burlington (Vt.) dispatch says: The Burlington Cotton Mills and Lumber Yard across the river, and several tenement houses, have been burned. The loss is \$180,000.

At Chicago yesterday Judge Blodgett decided the case of Marshall Field & Co., involving the validity of the McKinley Act. He affirmed the decision of the appraisers, and allowed the case "to go directly to the Supreme Court."

The nomination of Charles Foster as Secretary of the Treasury was confirmed by the Senate yesterday; also that of Lieut. Col. A. K. Arnold to be colonel of cavalry; George Stoneman, lieutenant colonel, retired, to be colonel of infantry; Edmund Wells, to be Associate Justice of the Supreme Court of Arizona.

The National Council of Women of the United States, in session at Washington, have elected the following officers: President, May Wright Sewall, Indiana; vice president, Edith Dietz Clynner, New York; corresponding secretary, Rachel Foster Avery, Pa.; recording secretary, Isabel Charles Davis, New York; treasurer, Lillian M. Stevens.

Mr. Herbert of Alabama made an argument in opposition to the proposition providing for sounding the Pacific Ocean between California and the Hawaiian Islands for ascertaining the practicability of laying a cable. The report was agreed to.

Adjoined.

THE RAILROADS.

THE TERMINAL AND THE STATE COMMISSION.

The Little Road, it Appears, Has Not Defied That August Body—Facts in the Case.

—The Sorcery.

It appears that the Terminal railway people have not defied the authority of the State Railway Commission, as was reported yesterday on the authority of a report from San Francisco, and it was all a mistake about the Santa Fe having joined the little road in its endeavor to overthrow that body. T. E. Gibbon, Esq., general attorney for the Terminal Railway Company, has just prepared and mailed to San Francisco his company's reply to the order of the commissioners as delivered by Secretary Kelly, and the document has not reached its destination. It is obvious, therefore, that the report of yesterday morning was erroneous as far as it concerned the Terminal's attitude.

In the attorney's reply it is respectfully explained to the commissioners that his clients do not violate the law as alleged, and as the rates were never lowered from their first inauguration they were not illegally raised. The commission's ticket rate from the first was \$5 for sixty rides, available only during the month the ticket was sold. That rate was raised to \$7 when it was shown that the former rate was unprofitable. The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute.

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

In this connection the Santa Fe route is charged with being the sole aggressor, as only reduction of rates appears to have been made by that road. "The only other change made was in the limitation of the round-trip 25-cent ticket to one day. Previously it was unlimited, and being so the price of the ticket was raised to \$10 and is 20 cents, the low rate cut into the road's revenue. In the reply these facts are explained with a request that the board grants a hearing to the company's representative for adjudication of the dispute."

HOTEL DEL

CORONADO

EXCURSIONS

ARE

VERY CHEAP.

INCLUDING

24 DAYS

Room and Board.

AUCTION!

EXTRAORDINARY!

By order of the Creditors

—WE WILL SELL—

Loewenthal's bankrupt stock

of Diamonds, Watches, Jew-

elry, Clocks, Silverware, etc.,

without reserve. Sale com-

mences

Wednesday Evening,

FEBRUARY 25, AT 7 P. M.

Goods at private sale dur-

ing the day.

H. ETTLING,

AUCTIONEER.

NO. 117 NORTH SPRING ST.

Health is Wealth.

Dyspepsia

In a Terrible Condition.

PASADENA.

THE STORM SPENT.

The Worst of the Rain is Over.

ANNIE ABBOTT'S EXHIBITION

A Strange Exhibition of Some Unknown Power—Locals of Interest—Personals and Brevities.

Rain fell in showers up to 2 o'clock yesterday afternoon, but the storm had evidently spent itself, and although the black flag floated all day from above, the green local weather prophets predicted clear weather.

The Santa Fé ran two trains both ways between Los Angeles and Pasadena during the day, and today all the local trains will likely be running. The Terminal is still in bad shape at Sycamore Grove, but arrangements will be made to transfer passengers to-day and possibly some trains will be run through. The track at Sycamore Grove, as it was yesterday, had to be seen to be appreciated. For several hundred yards west of the station the track was undermined a depth of several feet, leaving the rails and ties suspended in the air. The bridge over the river at DeCamp station is all right once more. A small washout occurred on the Altadena branch, but it was of small consequence. If the rain lets up local traffic will soon be restored to its normal condition.

NOVEL EXHIBITION

Of a Little Woman's Strange Power.

Annie Abbott, who is billed as the "Georgia Wonder," appeared in the Opera House Monday night before a small audience, owing to the announcement that she would not be able to reach town in time to give the performance. As to the entertainment, the little woman certainly performed all the surprising feats it was advertised she would do, and left those present very much mystified as to the secret of her power. Certainly the force she exerted was not muscular, for in every case instead of grasping any object as did those who pitted their power against her, she simply laid her hand upon it. Whatever doubts anyone had of the genuineness of Miss Abbott's powers must have been convinced after watching her handle such men as W. H. Mason, J. E. Doty, H. E. Pratt, W. H. Storms, Thad Lowe, Homer Morris, D. S. Bassett and Mr. Green.

Miss Abbott began the entertainment by having different members of the "committee" hold a chair firmly in front of them. Then by simply placing the palm of her hand on the chair she sent the stalwart men spinning around the floor at her will. Then the "wonder" tested the lifting powers of the committee. With her flowing sleeves down so that the lifter's hand did not come in contact with her arm, her ninety-eight pounds were easily lifted from the floor, but when their hands came in contact with her flesh she was as immovable as the Sierras. Four of the biggest men on the committee exerted their combined power to lift her, but couldn't raise her an inch. When she took a hand herself at lifting she was more successful, and without apparent effort lifted eight of the committee, seated on two chairs, clear of the floor. She held a billiard cue in the palms of her hands and the committee couldn't take it from her or move her by it. She balanced herself on the heel of one foot and so remained despite the most strenuous efforts on the part of the committee to shake her balance.

The performance lasted over an hour and was altogether novel from beginning to end. Last night it was repeated before a much larger audience with equal success. No one went away feeling that the show was a fake.

A Missionary Meeting. The ladies of the Presbyterian church Missionary Society will hold their annual foreign praise and thank-offering meeting tomorrow at 2:30 o'clock in the lecture room of the church. All interested in this work are earnestly requested to attend and assist by their presence, their prayers and their offerings in this holy service. The church, for years a missionary in China, is expected to address the ladies on "The Needs of Our Foreign Mission."

BREVITIES.

There was a glorious sunset yesterday evening.

The weather continued threatening all day yesterday.

The park at the Hotel Green is rapidly becoming a thing of beauty.

The evening meetings at the Universalist church continue to be well attended.

The guests at the Hotel Green have some form of amusement provided for each evening.

Communication by wire was re-established with San Francisco yesterday afternoon.

Little mail has come to Pasadena the past two days. It has been a trying time all around.

A guessing match on when the next overland will arrive from the East would be interesting.

General Passenger Agent Wincup went over the Terminal road yesterday on a tour of inspection.

The German at the Raymond last night was one of the most delightful events of the kind ever given there.

A social will be given at 7:30 o'clock tomorrow evening by the young people of the First Presbyterian church. All are invited.

The funeral of Rev. Mr. Dunton will be held at 2 o'clock this afternoon. Interment will be made in Mountain View Cemetery.

The tennis tournament at Los Angeles has been postponed until Friday and Saturday of next week on account of the wet condition of the courts.

Mayor T. P. Luken has just received two beautiful specimens of rock from the Bonanza mine at Sonora, showing rich deposits of gold leaf.

We were in error in stating that the music at Williams' Hall Monday night was furnished by Brockway's orchestra. The musicians were from San Gabriel.

association, Fish block. Every member is requested to be present and the chairman of committees to present their reports in writing.

William H. Darrow, commonly known as "Billy," and a popular member of the Fire Department, was married to Mrs. Amanda Houk on Sunday last, by Rev. Dr. Conger.

Samuel Chaplin, for eight years past a resident of Pasadena, died Monday morning in the 39th year of his age. The interment will be made in Los Angeles tomorrow morning at 11 o'clock. The Knights of Pythias will be in charge.

Over six inches of rain has fallen during the last storm. Up to Monday evening Dr. Kigg made the total rainfall for the season 13.57 inches. Monday night and yesterday morning .55 inches fell, running the total up to 14.12 inches.

It is announced that Rev. Dr. Edward Everett Hale, the distinguished Boston divine now stopping at Mrs. Dexter's, will deliver a lecture in the Universalist church next Tuesday evening. He will probably preach in the church the Sunday following.

Arrivals at the Hotel Green: Channing Clapp, wife and maid, Boston; E. E. Bass, wife and maid, Boston; Geo. Abbott and wife, Boston; Miss H. L. Felton, Boston; B. D. Harris and wife, New York; F. Swarthout, Chicago; Miss Riversmeth, New York; Major Geo. A. Hilton, Washington, D. C.; J. H. Bradley, Chicago; John Lanier, Erie, Pa.; Mrs. G. F. Richardson, San Francisco; Mrs. W. N. McKay, Oakland.

Redondo, Feb. 24.—(Correspondence of THE TIMES.) The steamer Pomona landed at Redondo this morning and discharged several passengers for Los Angeles. Took on thirty-five passengers from Los Angeles for San Francisco who came by special train over the Santa Fé line, besides a large quantity of baggage and express matter. This road from San Pedro to Los Angeles is blocked by reason of washouts, as is the road from Santa Barbara through the bridge on the Southern Pacific line at Los Angeles. The sea was running very high, as it has been for two days, and the wind blowing hard, but the Pomona made an easy landing at the wharf and laid there even easier than the steamers that usually lie at this point. This demonstrates the fact that large as well as small vessels can safely land at Redondo, for this morning it was unusually rough and windy. The trains on the Redondo Railway are running regularly as usual, no inconvenience being experienced from the effects of the late rains.

A number of the Pomona passengers landed at Redondo Hotel today.

Mrs. Willis, Misses Willis, Keck and Johnston spent the day in Los Angeles, returning to the Redondo this afternoon.

The arrivals at the Redondo are: W. E. McMillan, Paris, Ill.; Rube Cohen, San Francisco; Thomas D. Stinson, Los Angeles; Charles D. Stinson, Seattle; George W. Peachy, Los Angeles; A. A. Van Vorhes, Sacramento; Otto Wetzel, St. Louis; Miss B. Robinson, Miss M. Robinson, San Antonio; Mrs. S. A. Swan, Miss Jean Swan, Washington, Pa.

Indian baskets and curios at 10 per cent discount at the Woman's Exchange, 125 E. Fourth st.

Judgement

should be displayed in buying medicine above all things. In selecting a remedy for any disease, you should be positive that it contains nothing injurious to the health. Many remedies on the market leave the patient in a much worse condition, than before taking them.

S. S. S.

is purely vegetable, and perfectly harmless; the most delicate child can take it with absolute safety. It contains no mercury or minerals of any kind, and yet it never fails to cure the disease it is recommended for.

Book on Blood and Skin diseases free. Swift Specific Co., Atlanta, Ga.

BANKS

SAN GABRIEL VALLEY BANK—PASADENA, CAL.

Capital Paid up \$50,000

Surplus 11,847

DIRECTORS: Hon. H. H. MARKHAM, Hon. L. J. ROSE, H. W. MOORE, F. C. JOY, J. M. HUGHES, S. WASHBURN, R. MARSHALL WOTKINS, Cashier.

A general banking business transacted.

SAVINGS DEPARTMENT.

Time deposits received and 5 per cent interest paid.

PASADENA NATIONAL BANK.

Capital Paid up \$100,000

Surplus 6,700

I. W. HELLMAN, President.

E. F. SPENCE, Vice-President.

T. P. LUKENS, Cashier.

E. E. JONES, Assistant Cashier.

Agency for Los Angeles Savings Bank and Savings Bank of Southern California.

FIRST NATIONAL BANK.

President, F. J. GREEN.

Vice-President, R. F. BALL.

Cashier, H. CONGER.

Asst. Cashier, ERNEST H. MAY.

Capital paid up \$100,000

Surplus 60,000

A General Banking Business Transacted.

WILLIAM R. STAATS.

INVESTMENT BANKER AND BROKER.

Money to Loan. Collections Made.

REAL ESTATE AND LOANS.

Negotiate loans, rent houses, manage properties, make collections, pay taxes, etc.

Reference: banks or business men of the city. No. 7 E. COLORADO ST.

H. F. PITCHER, M. D.

Diseases of the Nose, Throat and Lungs a Specialty.

Ref. Drs. V. Y. Bowditch, E. N. Whittier, Chas. F. Folium, Fred L. Knight, Messrs. Raymond and Whitcomb, Boston, Mass.

DRINK

CORONADO WATER

PUREST ON EARTH.

J. A. HENDERSON, WM. F. MARSHALL, J. R. SMITH, Vice-President and Treasurer.

SOUTHERN CALIFORNIA LUMBER CO.

350 E. FIRST STREET.

LOS ANGELES, CALIFORNIA.

Lines of Travel.

SOUTHERN PACIFIC COMPANY.

IMPORTANT CHANGE OF TIME MONDAY, FEB. 18, 1891.

Trains leave and are due to arrive at Los Angeles (Arts and Crafts Bldg.) Fifth street daily as follows:

LEAVE FOR.	DESTINATION.	ARR. LOS AN.
8:50 p.m.	San Francisco	10:15 a.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 a.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 a.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	12:55 p.m.
11:50 p.m.	San Francisco	1:15 p.m.
12:10 a.m.	San Francisco	1:35 p.m.
12:30 p.m.	San Francisco	1:55 p.m.
12:50 a.m.	San Francisco	2:15 p.m.
1:10 p.m.	San Francisco	2:35 p.m.
1:30 a.m.	San Francisco	2:55 p.m.
1:50 p.m.	San Francisco	3:15 p.m.
2:10 a.m.	San Francisco	3:35 p.m.
2:30 p.m.	San Francisco	3:55 p.m.
2:50 a.m.	San Francisco	4:15 p.m.
3:10 p.m.	San Francisco	4:35 p.m.
3:30 a.m.	San Francisco	4:55 p.m.
3:50 p.m.	San Francisco	5:15 p.m.
4:10 a.m.	San Francisco	5:35 p.m.
4:30 p.m.	San Francisco	5:55 p.m.
4:50 a.m.	San Francisco	6:15 p.m.
5:10 p.m.	San Francisco	6:35 p.m.
5:30 a.m.	San Francisco	6:55 p.m.
5:50 p.m.	San Francisco	7:15 p.m.
6:10 a.m.	San Francisco	7:35 p.m.
6:30 p.m.	San Francisco	7:55 p.m.
6:50 a.m.	San Francisco	8:15 p.m.
7:10 p.m.	San Francisco	8:35 p.m.
7:30 a.m.	San Francisco	8:55 p.m.
7:50 p.m.	San Francisco	9:15 p.m.
8:10 a.m.	San Francisco	9:35 p.m.
8:30 p.m.	San Francisco	9:55 p.m.
8:50 a.m.	San Francisco	10:15 p.m.
9:10 p.m.	San Francisco	10:35 p.m.
9:30 a.m.	San Francisco	10:55 p.m.
9:50 p.m.	San Francisco	11:15 p.m.
10:10 a.m.	San Francisco	11:35 p.m.
10:30 p.m.	San Francisco	11:55 p.m.
10:50 a.m.	San Francisco	12:15 p.m.
11:10 p.m.	San Francisco	12:35 p.m.
11:30 a.m.	San Francisco	

